

RESOLUTION N.O.

30348

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Law Department

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RESOLUTION approving in concept the application of
 1. munex Corporation for a pedestrian skybridge over and across
 the Alaskan Way West right-of-way at West Prospect Street.

Approved 20 RJH, MP

7-9-01 Adopted 9-0

Introduced:	JUN 25 2001	By:	
Referred:		To:	TRANSPORTATION
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Reported:	7-9-01		
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Filed:	7/12/01	Published:	Title 3pg.

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Richard J. [unclear]

Approved 20 RJM, MP

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CFW:cfw
ImmunexCorporationSkybridge.doc
06/19/2001
V #1

RESOLUTION

30348

A RESOLUTION approving in concept the application of Immunex Corporation for a pedestrian skybridge over and across the Alaskan Way West right-of-way at West Prospect Street.

WHEREAS, Immunex Corporation has submitted an application for conceptual approval of a pedestrian skybridge pursuant to Chapter 15.64 of the Seattle Municipal Code; and,

WHEREAS, the application has been reviewed by various City departments, including the Seattle Design Commission, and the Director of Seattle Transportation has recommended approval of the pedestrian skybridge;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR CONCURRING, THAT:

As recommended by the Director of Seattle Transportation and the Mayor in the attachments hereto, the application of Immunex Corporation for a pedestrian skybridge that will be approximately 11 feet in width, spanning the railroad tracks in Alaskan Way West at West Prospect Street, and providing pedestrian and bicyclist access from Elliott Avenue West to the Myrtle Edwards and Elliott Bay Parks adjacent to the new Immunex Campus, is hereby approved in concept, and the applicant is authorized to submit construction plans in substantial conformance with the design herein approved within two years after the date of approval, to the Director of Seattle Transportation, the Director of Construction and Land Use, and the Seattle Design Commission for final review and recommendation to the City Council.

In addition to such terms and conditions as the City Council may impose by ordinance pursuant to Chapter 15.64.090 of the Seattle Municipal Code, the conceptual approval herein granted shall be subject to the following conditions:

a) in the final design for the skybridge, Immunex Corporation shall address utility issues, such as support, protection, replacement, and relocation of existing utilities associated with the construction of the pedestrian skybridge at West Prospect Street; and shall protect, support, replace, or relocate at its expense said utilities; be responsible for subsequent damage to the utilities directly attributable to the construction or settlement of the skybridge;

b) materials be incorporated in the design to allow maximum visibility through and from the skybridge;

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1 c) as part of the skybridge design, signage, path directions, and landscaping shall be used by
2 Immunex Corporation to direct people to travel from Elliott Avenue West at West Prospect Street to
3 and from the Myrtle Edwards and Elliott Bay Parks;

4 d) visible and easily-readable signs shall be placed at both ends of the skybridge to provide
5 information concerning: 1) hours of public operation, 2) safety precautions and emergency
6 procedures, and 3) directional information; further, should the pedestrian skybridge be closed for
7 maintenance, notifications should be added regarding date(s) of closure and directing users to the
8 pedestrian and bicycle ramps on the Galer Street Flyover;

9 e) operating hours for public access to the skybridge should match the open park hours for
10 the Myrtle Edwards and Elliott Bay Parks;

11 f) the vertical clearance between the skybridge and any railroad tracks shall be at least
12 twenty-three feet and six inches (23'-6");

13 g) the pedestrian skybridge being designed to the requirements set forth in The American
14 Association of State Highway and Transportation Officials, Standard Specifications for Highway
15 Bridges, latest edition, and in accordance with Seattle Transportation's modifications thereto;

16 h) pedestrian rail openings of the pedestrian skybridge shall not accommodate an object of
17 4 inches or more in diameter; also, the railing shall be designed to prevent climbing;

18 i) the height of the pedestrian skybridge guardrail shall be 3'-6" for pedestrians (height
19 measured from the top of the skybridge deck to the top of the railing); subject skybridge to be
20 posted with signs prohibiting the riding of bicycles, skateboards, and scooters;

21 j) pursuant to Chapter 15.64.090 of the Seattle Municipal Code, the ordinance authorizing
22 construction of the skybridge shall require in part that special inspections, including non-destructive
23 testing of the hangers and/or trusses and their connections, be made every two years by a certified
24 testing laboratory hired by Immunex Corporation; subject reports to be submitted to the Seattle
25 Transportation - Roadway Structures Division within thirty days of completion of the testing;

26 k) the location of the skybridge in West Prospect Street shall take into account
27 landing/accessibility requirements for the skybridge, vehicle operations of adjacent businesses, and
28 street use clearances and requirements, including fire truck access and provisions for a 40-foot semi-
29 truck turnaround within the West Prospect Street right-of-way; further, the location and
30 configuration of the median island to be built in West Prospect Street for the elevator/stairway
31 landing shall not eliminate the ability of the adjacent businesses to load and unload their freight
32 (truck turning access area shall not encroach into the areas designated for future sidewalks in West
33 Prospect Street); and,

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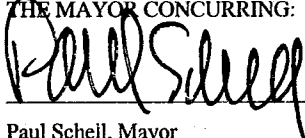
1 l) relocation of traffic signals, sensors and crosswalk signals at the intersection of West
2 Prospect Street and Elliott Avenue West that are necessary for construction of the pedestrian
3 skybridge, shall be done at the expense of Immunex Corporation.
4

5 BE IT FURTHER RESOLVED that the City Council hereby finds that the foregoing
6 pedestrian skybridge is in the public interest and that no reasonable alternative to the skybridge
7 exists.
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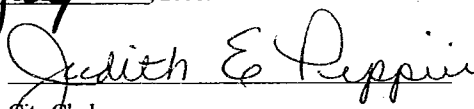
9 Adopted by the City Council the 9th day of July, 2001, and signed by me in
10 open session in authentication of its adoption this 9th day of July, 2001.
11

12 
13 President of the City Council
14

15 THE MAYOR CONCURRING:

16 
17 Paul Scheil, Mayor
18

19
20 Filed by me this 10th day of July, 2001.
21

22 
23 City Clerk
24

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City of Seattle

Paul Schell, Mayor

Seattle Transportation

Daryl R. Grigsby, Director

#9
Res 30348

June 19, 2001

Honorable Margaret Pageler, President
Seattle City Council
1100 Municipal Building
600 Fourth Avenue
Seattle, Washington 98104

Dear Councilmember Pageler:

Subject: Proposed Immunex Pedestrian Skybridge Across Alaskan Way West at West Prospect Street

Immunex Corporation has requested conceptual approval for the construction of a pedestrian skybridge over and across the Alaskan Way West right-of-way at West Prospect Street. The bridge would provide a direct pedestrian and bicyclist connection between the new Immunex campus and Elliott Avenue West.

The proposed bridge deck will be approximately 11 feet in width and 400 feet in length. The 93-foot-wide Alaskan Way West right-of-way, over which the bridge will span, is used by the Burlington Northern-Santa Fe Railway (BNSF) for railroad purposes; subject franchise rights having been granted in perpetuity by the City of Seattle in 1929, under Ordinance 57179. The minimum vertical clearance between the bridge and the BNSF tracks has been designed to 24'-6" above the tracks, which exceeds the minimum BNSF requirement of 23'-6" by one foot.

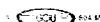
The pedestrian bridge will span from Port of Seattle property on the west, crossing over the BNSF railroad tracks, and touching down in West Prospect Street. Stairways and elevators will be constructed at both ends of the bridge to satisfy all applicable Americans with Disabilities Act (ADA) requirements. Three steel-arched pipes shall support the pedestrian bridge deck. The center arch shall be a 3-foot diameter pipe that will run the entire length of the bridge. Two smaller, adjoining arches are to be 2-foot-diameter pipes and span half the length of the bridge (approximately 200 feet). These smaller arches shall be installed in a canted position, approximately 30 degrees from the vertical central arch. All three steel arches shall terminate in concrete foundations below grade. Steel rods and/or trusses shall connect the pipe arches to the pedestrian walkway. The areas of the bridge directly above the railroad tracks will be clad with glass and mesh panels at the "walls", and a Teflon-coated, fiberglass fabric (PTFE) for the roof. The cladding systems have been designed to conform

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Seattle Municipal Building, 600 Fourth Avenue, Room 410, Seattle, WA 98104-1879

Tel: (206) 684-7623, TTY/TDD: (206) 684-4009, Fax: (206) 684-5180

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to BNSF requirements mandating that no objects greater than 2" in diameter shall pass through the enclosure system above the railroad tracks. The Immunex Corporation intends to close the bridge during the hours in which the Elliott Bay Park is closed (from 11 p.m.-6 a.m. daily).

Letters from the property owners and businesses adjacent to West Prospect Street have been submitted with the skybridge application and are summarized below.

Sid Eland (Simvest Properties) who is the owner of the property adjoining the north side of West Prospect Street, has stated that he believes that the "bridge as it is currently proposed presents no significant negative impacts on him as a business owner." He adds that the "bridge will serve as an asset to both the immediate and greater communities in which it will be located."

Gardico Inc., the tenant who operates out of the Eland property at 1107 - Elliott Avenue West, has stated that the project will have a "huge impact" on its business operations. Loss of available parking and disruption of delivery truck access for pick up of outbound products or delivery of materials and supplies are major concerns of Gardico Inc. Because parking is not allowed on Elliott Avenue West until after 9:00 a.m., employees and customers (who arrive between 7:00 a.m. and 7:30 a.m.) rely on existing on-street parking at Prospect Street. Gardico requests that the bridge project be allowed to exclude sidewalks along the north side of West Prospect Street from the required street improvements plan until business operations no longer necessitate such parking requirements. The installation of sidewalks would eliminate the availability of parking and further impair truck deliveries at its receiving and shipping area. Because truck deliveries occur throughout the day, Gardico requests that access be maintained during any construction in West Prospect Street.

Evergreen Marketing, Inc., the master lessor of the Eland property, states that it is concerned about the loss of parking for tenants and customers of the 1111 Elliott Avenue building. The proposed bridge would reduce the area currently utilized for parking at West Prospect Street. Evergreen Marketing expressed a concern that the public and/or Immunex employees may fill those remaining on-street stalls. "This would ruin the ability of either property north or south of West Prospect Street to remain economically viable with loss of jobs". Evergreen Marketing requests that parking stalls provided with the proposed bridge design be designated for business parking or load/unload operations.

Blackstock Lumber Co., Inc., which owns the property and operates the business south of West Prospect Street, states that a majority of the truck traffic in the street is related to its business; further, West Prospect Street is "a very busy and congested street." Vehicles use the West Prospect Street right-of-way for making U-turns from Elliott

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Avenue West. A significant reduction of these U-turns would help relieve some of the impact that the bridge may cause on its business operations. Blackstock Lumber shares Gardico's request that sidewalks and curbs not be incorporated into the pending street improvements plan so long as the current business and operations take place on Prospect Street. Blackstock Lumber Co. anticipates that some minor operational changes may result from the proposed pedestrian bridge such as entry/exit procedures at its front parking lot.

The preliminary application has been reviewed by the Seattle Design Commission, Department of Construction and Land Use, Strategic Planning Office, Department of Neighborhoods, Seattle Public Utilities, Seattle Transportation, and the King County Waste Water Treatment Division. The comments are as follows:

Seattle Design Commission:

The Commission recommends approval of this "beautifully designed pedestrian bridge." It suggested that: 1) transparent materials be incorporated in the design to allow maximum visibility through and from the bridge; and, 2) the bridge design, by way of signage, path directions, and landscape design, be examined to encourage public use of the proposed bridge when traveling between Kinnear Park and Elliott Bay Park. It further recommended that the design of any security closure, gate, or barrier be as "elegant and unobtrusive as possible."

Department of Construction and Land Use:

Because of the open structure of the design and use of non-combustible materials, fire sprinklers will not be required; also, no intermediate landings will be required in the bridge deck. Seattle Transportation shall be the lead in determining what structural guidelines are to be used for the design of this bridge.

Strategic Planning Office:

A skybridge accessible to the public at the proposed West Prospect Street/Alaskan Way West location, together with other improvements for access to public park lands and the view sheds to be provided by Immunex, will yield many benefits, both to the users of the Immunex campus and to the general public as a whole. Without the bridge, pedestrian and bicycle access for commuters and visitors to Immunex and the public shoreline would be limited to West Galer Street at the north end of the Immunex site.

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The distance from the south end of the Immunex campus to the transit stop at West Galer Street and Elliott Avenue West is approximately one-third of a mile. This distance is the limit of convenience for pedestrians walking to and from transit service. The proposed pedestrian bridge would substantially reduce the travel distance to transit stops on Elliott Avenue West and could also provide access to potential future transit facilities being studied.

As part of the development of the Immunex campus project, public access to the north end of the Myrtle Edwards Park will be improved via an existing easement through the southern portion of the campus. This access will run immediately adjacent to the west end of the proposed skybridge, thereby providing direct access from Myrtle Edwards Park to Elliott Avenue West and the Queen Anne neighborhood.

As a result of the aforementioned beneficial attributes, it is anticipated that this bridge will become an integral element of the transit and "non-motorized" transportation system for this area of the city. Hence, the skybridge must be operated in a manner that best serves the public, be maintained and improved as necessary to serve this public function, and be available in the future to the general public:

- 1) Maintenance obligations and responsibilities for the bridge should be assigned to parties in a manner that assures that if changes occur in the ownership or tenancy of the Immunex property, the new owners or tenants will retain the original obligations and responsibilities for the bridge.
- 2) Because the bridge will function as a critical link to both transit services and to the Myrtle Edwards/Elliott Bay Parks, the bridge needs to be operated such that it is open for use during the hours when public transit service is operating along Elliott Avenue West. Hence, operating hours for the bridge should match the greatest period that includes the open park hours, the shift hours for employees at Immunex, and the public transit services available via the bridge.
- 3) Visible and easily readable signs should be placed at both ends of the skybridge to provide information concerning hours of public operation, safety precautions, and emergency procedures and directional information.. Should the bridge be closed for maintenance, notifications should be added to these signs regarding dates of closure and directing users to the pedestrian and bicycle ramps on the Galer Street Flyover.

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Assuming the above provisions are satisfied and the bridge design remains similar to what has been proposed by Immunex, the Strategic Planning Office is "very supportive of the addition of this beneficial and significant feature" to the city's transportation system.

Department of Neighborhoods:

No comments.

Seattle Public Utilities:

The center bridge foundation will necessitate the replacement of portions of the 30-inch combined and 24-inch storm sewers in Alaskan Way West. About 40 feet of the 30-inch combined sewer main and 50 feet of the 24 inch storm sewer will need to be replaced with ductile-iron pipe at Immunex's expense. The bridge foundation shall be comprised of auger-cast piles driven in a cruciform pattern designed to achieve proper clearance from all utilities.

The bridge support foundation to be built in West Prospect Street will necessitate the replacement of 120 feet of the 30-inch combined sewer in said street; subject work to be done at Immunex's expense.

Seattle Transportation:

We believe the applicant has adequately addressed the twelve elements outlined in Chapter 15.64 of the Seattle Municipal Code; further, the proposed pedestrian bridge will not only be a benefit to the employees of Immunex, but it will provide the public as a whole more direct access to the Myrtle Edwards and Elliott Bay Parks. We recommend that conceptual approval of the proposed bridge be granted, conditional in part upon satisfaction of the following:

- 1) The pedestrian skybridge shall be designed to the requirements set forth in The American Association of State Highway and Transportation Officials, Standard Specifications for Highway Bridges, latest edition, and in accordance with Seattle Transportation's modifications thereto. The least dimension of any opening in the pedestrian rail shall not exceed 4 inches clearance; also, the railing shall be designed to prevent climbing. The height of the railings shall be 3'-6" for pedestrians and 4'-6" for bicycles (if ridden); subject height measured from the top of the bridge deck to the top of the railing.

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June 19, 2001
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Inspections of the pedestrian bridge will require special inspections by Immunex. This will include non-destructive testing (NDT) of the hangers and/or trusses and their connections every two years by a certified testing laboratory. These special inspection reports shall be submitted to SeaTran, Roadway Structures Division, within 30 days of completion of the testing.

- 2) The location of the bridge in West Prospect Street shall take into account landing/accessibility requirements for the bridge, vehicle operations of adjacent businesses, and street use clearances and requirements, including fire truck access and provisions for a 40-foot, semi-truck turnaround within the West Prospect Street right-of-way. The location and configuration of the median island to be built in West Prospect Street for the elevator/stairway landing shall not eliminate the ability of the adjacent businesses to adequately load and unload their freight. All vehicle operations shall occur within street right-of-way and shall not be impaired by future development of the street right-of-way. Truck turning access shall not encroach into the areas designated for sidewalks in West Prospect Street. Relocation of utilities, including traffic signals, sensors, and crosswalk signals, shall be done at the expense of Immunex.
- 3) The proposed 4-inch, steel bicycle ramp to be integrated with the bridge's stairways shall be built so that the ramp protrudes above the edge of the stair treads.

King County/Waste Water Treatment:

The Elliott Bay Interceptor (102-inch sewer pipe) in the Alaskan Way West right-of-way shall remain in its present condition without disruption. The minimum clearance between the center bridge foundation and the centerline of the 102-inch pipe shall be at least ten feet (10'). The center bridge foundation shall be comprised of auger-cast piles driven in a cruciform pattern designed to achieve proper clearance from all utilities.

I recommend that the enclosed resolution be adopted by the City Council granting Immunex Corporation permission to proceed with its plans for construction of a pedestrian bridge across Alaskan Way. The criteria for approval to construct, maintain, and operate a pedestrian skybridge over and across a public place, as set out in Chapter 15.64 of the Seattle Municipal Code, have been met.

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Honorable Margaret Pagcier

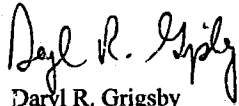
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The issues raised by the adjacent property owners and tenants reflect concerns that do not appear to be irreconcilable. Parking and deliveries in West Prospect Street is presently done in an indiscriminate manner. Immunex Corporation, Seattle Transportation, and the aforementioned owners and tenants will continue to work to find an amenable solution to the vehicular parking and delivery operations problems in West Prospect Street.

Please contact Fred White at 684-5269 if there are any questions or concerns relating to this submittal.

Respectfully Submitted,



Daryl R. Grigsby
Director

DRG/CFW:wma

Enclosures

cc: Richard Richmire, Street Use Division Manager, SeaTran
Fred White, Street Use/Franchises & Utilities Supervisor, SeaTran
Street Use Central Files

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STATE OF WASHINGTON - KING COUNTY

--SS.

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ONLY

City of Seattle, Clerk's Office

No. RESOLUTION TITLES

Affidavit of Publication

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, is

CTRT:30338,348,349,358

was published on

07/20/01

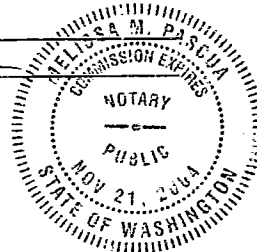
J. Stedman

Subscribed and sworn to before me on

07/20/01

Melissa M. Pascua
Notary public for the State of Washington,
residing in Seattle

Affidavit of Publication



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State of Washington, King County

City of Seattle

TITLE-ONLY PUBLICATION

The full text of the following resolutions, passed by the City Council on July 2, 2001, and published here by title only, will be mailed upon request, or can be accessed electronically at <http://clerk.ci.seattle.wa.us>. For further information, contact the Seattle City Clerk at 624-8344.

RESOLUTION NO. 30338

A RESOLUTION requesting that King County and Sound Transit take any action that may be necessary to provide their consent, or take other steps as may be required, for the City of Seattle or a future Seattle Popular Transit Authority (SPTA) to pursue constructing and/or operating a monorail transit system in Seattle.

RESOLUTION NO. 30343

A RESOLUTION approving in concept the application of Immunex Corporation for a pedestrian skybridge over and across the Alaskan Way West right-of-way at West Prospect Street.

RESOLUTION NO. 30349

A RESOLUTION directing the Executive to undertake analysis for possible expansion of incentive programs, such as Seattle's Transferable Development Rights (TDR), Transferable Development Credit (TDC), and Bonus Programs to neighborhoods adjacent to Downtown.

RESOLUTION NO. 30355

A RESOLUTION relating to the City of Seattle's commitment to energy and water conservation, and supporting Seattle City Light's and Seattle Public Utilities' leadership roles in organizing the "Energy and Water: Pitch-In and Save Day" at SAGECO Field on July 14, 2001.

Publication ordered by JUDITH PIPPIN, City Clerk.

Date of official publication in Daily Journal of Commerce, Seattle, July 20, 2001. 7/20/13867(1)

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